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With which is incorporated the  
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[a196] THE MANAGER.

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Hongkong, 15th December, 1909. [25]

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ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VUEX ROAD C. LONDON OFFICE: 131, FLEET STREET, EC.

## The Daily Press.

HONGKONG, JANUARY 11TH, 1910.

A PROSECUTION at Seoul last year brought prominently before the public an effort which had been made by patriotic Koreans to raise by voluntary subscriptions a fund to pay off the National Debt to Japan. A considerable sum was subscribed, but as far as our recollection goes, it was absurdly inadequate for the purpose. The incident is recalled by recent announcements that a similar movement has been initiated in the Chihli province of China, and has been encouraged by official recognition of the prime mover, on whom some decoration has been conferred. What the precise amount of China's National Debt is we are, at the moment, unable to ascertain. Up to 1895 the Empire practically had no foreign debt. As the result of the war with Japan, which ended in that year, a foreign debt of over £50,000,000 was incurred; and the indemnities which China undertook to pay to the foreign Powers in settlement of the military operations necessitated by the Boxer movement of 1900 added to the foreign obligations a further sum of £87,500,000. The annual charge upon the Chinese revenue for these obligations has been in the neighbourhood of £15,000,000—a sum which exceeds by over ten millions the average revenue of the Imperial Maritime Customs. Consequently there has been a heavy drain on the provincial treasuries, and we must not forget that many of the provinces in recent years have also had to meet obligations in connection with foreign loans for railway construction.

It is quite true that in comparison with the debts of Western nations that of China is a mere bagatelle, and a contemporary reminds us that New York, London and Paris have municipal debts larger than the whole National Debt of the vast Chinese Empire. It is at the same time quite rightly pointed out that China is but lightly taxed compared with the taxation in Western countries, and, moreover, the National Debt of China differs from that of any other country in that it is held by the Government or citizens of foreign countries, instead of by its own people. It would be an easy matter for the Government of China to discharge its indebtedness to foreign countries by a small per capita contribution, and if the Chinese Government has so much sympathy with the movement which has recently been inaugurated in Chihli, the wonder is that it is not spurred on thereby to increased exertion in the reform of the entire financial administration which has long been recognised by leading statesmen of the Empire as desirable; for, as many of the advisers of the Government have in times past pointed out, the Imperial revenue could be enormously increased without imposing on the people burdens which would be overwhelming. There is, indeed, good grounds for the commonly-accepted opinion that not one-half the amount collected from the taxpayers of China finds its way into the treasury. There would be little need to talk at the present time of increasing taxation if only what is now raised were honestly administered. We need refer only to the revenue from the taxation of the land in China. The reported collection is only £15,000,000; the almost probable actual collection is £15,000,000, but the possible collection has been estimated by high authorities at £15,000,000 to £15,000,000. If it be true that the National Debt of China is retarding the rapid development of the resources of the country, by withdrawing funds which would otherwise be devoted to that object, the Government is to blame for not taking measures to ensure that the whole of the money raised by taxation is fully accounted for and applied to provincial or national purposes instead of so large a part of it going to the personal enrichment of officials.

We are able to appreciate the patriotism of the people who have inaugurated this movement to raise by public subscription a fund to pay off the National Debt of China, but if there is really any truth in the statement that the payment of some forty-five million taels a year in meeting China's obligations to foreign Powers is retarding the development of the country, we can only wonder that the Chinese Government is not persuaded to make a statesmanlike effort either to redeem the debt or, by reforming the financial administration, lighten the burden on the taxpayers, and so leave the patriotic promoters of this Redemption Fund free to put their money instead into industrial enterprises which will promote the prosperity of the State and enhance its dignity and importance in the eyes of the world.

The death is announced of Mrs. G. Pettit, son, of Fochow, at the age of 82.

A census has shown that there are 957 monasteries and 5,862 monks in Korea.

The Telephone Co. are laying a new cable to the Peak, alongside the tram line.

A fairly numerous contingent of police are due to leave for Home on leave in March next.

The English residents of Hankow have decided to give a ball at the end of the present month.

The bans are published at the Registrar-General's office of Dr. K. Hoch and Miss E. M. C. E. Dumas, at "Glenashel," Barker Road, the Peak.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 25th December amounted to 21,904.68 tons and the sales during the period to 21,749.46 tons.

The feature of a highway robbery case at Yau-mai which came before Mr. Hallifax at the Magistracy yesterday was the arrest of a lunko charged with intimidating witnesses. The hearing was adjourned.

Mr. J. R. Wood sat at the Magistracy yesterday afternoon to hear further evidence on the charge against Lam Fuk Chui of having fraudulently obtained \$24,000 from Mr. John Hastings. The case was again adjourned.

In the course of a discussion between solicitors at the Magistracy yesterday as to a certain man being produced one speaker taunted his friend that he would have some difficulty in producing the man, as he was in goal.

The return showing the number of cases of communicable diseases which have been notified as occurring in the Colony of Hongkong during the week ended the 8th January shows one British case of enteric fever and one Chinese (imported) case of purpural fever.

Dr. D. K. McDowell, O.M.G., who, for over six years has held the appointment of Principal Civil Medical Officer to the Straits Settlements, has taken over the new duties of a similar appointment in the Federated Malay States.

An attractive booklet containing information and photographic views of the Palo-Lant-Capt Company's operations has been forwarded to us by Messrs. Garrels, Bormer & Co., the Hongkong agents. The statistics show an annually increasing output.

The return of visitors to the City Hall Library and Museum for the week ending the 9th January, 1910 (exclusive of New Year's Day) shows that of non-Chinese there were 430 to the Library and 271 to the Museum, and of Chinese 210 to the former and 245 to the latter. The Library was, therefore, used by 640 persons and the Museum by 279.

The Korean estimates for the next fiscal year include a sum of 110,000 yen for the appointment of one hundred Japanese clerks in district offices and also a sum amounting to 50,000 yen for that of twenty-six Japanese clerks in provincial offices. It is stated that these clerks will shortly be appointed from among officials in district and prefectural offices in Japan.

A little more than three years ago the Hongkong Government lent to China a sum of £1,100,000, and accepted the opium revenue of Hupoh, Nanan and Kwangtung as security for the loan. As China is intent on sacrificing that revenue at the earliest possible moment, it would be interesting to know what security she has offered to Hongkong in substitution thereof.

Great excitement was created at Loakay on the 30th ult. by the news that 200 Chinese regulars had mutinied and crossed the Tonkin frontier with arms and baggage, proceeding towards Nam-tai, about 20 kilometres north-east of Loakay. They had assassinated the Chinese officer who commanded them. The Resident called for the urgent dispatch of reinforcements. In military circles at Haiphong the reports were regarded as exaggerated.

The death occurred at Penang on the 31st ult. of Mr. David Brown, of Glugor, at the age of 65 years. The deceased was born in Penang in 1845 and went home to be educated at Loretto. He returned to Penang in 1861 and was a member of the Legislative Council in 1876 and was several times editor of the Penang Gazette and since 1896 was manager. He was highly respected and greatly liked by all sections of the population. The flags on the buildings of the principal firms were half-masted and the Cricket Club was closed.

A smart capture was made by the police at the Canton steamer wharf on Sunday night. A Chinese, who had returned from America and was on his way up country, had in his possession two Saratoga trunks. They aroused the suspicion of a lunko, who had them searched, with the result that 1,150 rounds of ammunition, 400 empty revolver cartridges, four boxes of caps, two revolvers, one rifle, and moulds for making bullets were found in the trunks. The defendant was brought before the Magistrate yesterday and remanded.

The Japanese Budget for next fiscal year, says the Japan Mail, contains an appropriation of 83,000 yen under the heading of decorations for the Hague Tribunal. The explanation of this is that the various Powers have agreed to contribute for the embellishment of the former Hague Palace in which the meetings of the International Tribunal are held. Under this arrangement it has fallen to Japan's lot to undertake the decoration of one chamber, and the total expense for the purpose is estimated at 83,000 yen, of which the first instalment, namely, 45,000, appears in the next Budget. Tokyo journals state that the plan is to cover the ceiling and walls of the room with panelled tapestry (tsumori-ori), and to add a display of Japanese works of art.

Charles H. Stephens, chief boarding officer at San Francisco, returned to that city on December 10th by the Pacific Mail liner Mongolia from an inspection trip to the Far East accompanied by his wife. The reception that the popular customs official received was not quite so dignified as that accorded the Chinese diplomatic party, but it could not have been more genuine. His hands were in a sorry condition and his back must have ached after the boarding party of his friends got through with him. Stephens combined pleasure with official business on his trip to the Orient and was accorded warm receptions by his friends at the principal ports in China and Japan. At Hongkong he and his party were banqueted by Quan Kai, the "four king" of the Far East, in true Oriental style, birds' nest soup and chopsticks figuring in the menu.

## A KOWLOON ASSAULT CASE.

While a European girl about 15 years of age was walking on Saturday night between Haiphong Road and Hankow Road in Kowloon, accompanied by Mr. Charlton and Mr. Jacobs, she was accosted, when ahead of her companions, by two natives, one of whom attempted to strike her. Seeing this the two men ran to her assistance, and one of the natives knocked his cigarette into Mr. Jacobs' eye. Mr. Charlton then knocked the man down and sat on him till the police arrived. The other native was arrested shortly afterwards. Both men were brought before Mr. Hallifax at the Magistracy yesterday charged with having been drunk and disorderly and with assault. One was fined \$30 or one month and the other \$25 or three weeks imprisonment.

The Viceroy's Cup at Calcutta was won by Retort, Fitz being second, and Master Delaval third.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1884.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## A PROTEST FROM THE PORTE.

LONDON, January 10th.

The Porte has circularised the Powers controlling Crete protesting against a fresh violation of the Sovereign rights of the Sultan in the Cretan Executive taking the oath of allegiance to the King of Greece, and also in a resolution of the Assembly to introduce the Hellenic Code.

## THE NEW FRENCH TARIFF.

THE ALARM IN GERMANY.

LONDON, January 10th.

Several German Chambers of Commerce have petitioned the Government to negotiate with a view to prevent the enforcement of the new French tariff in March.

The petition shows that some of the duties have been increased three hundred per cent.

## CHINESE NAVAL COMMISSION.

LONDON, January 10th.

The members of the Chinese Naval Commission dined yesterday with H. I. H. the Princess Henry of Prussia.

## THE LIBERAL CANDIDATE FOR "THE CITY."

LONDON, January 10th.

Sir Hugh Bell, who has become a Liberal, is standing as a Parliamentary candidate for the City of London.

[Sir Hugh Bell is an ironmaster and colliery owner, and managing director of Bell Bros. Ltd. He is a director of Brunner, Mond & Co., Ltd., Worman, Long & Co., Hardon Collieries Ltd., and the North-Eastern Railway. He contested Middlebrough in the Unionist interest in 1892. Sir C. P. Trevelyan M.P., the Liberal member for the Eland Division of Yorkshire, is a son-in-law of Sir Hugh Bell. At the last contested election for the City of London (February, 1906) the Rt. Hon. A. J. Balfour, the Unionist Leader, obtained 15,474 votes against 4,134 cast for his Liberal opponent, Mr. Thomas Gibson Bowles.]

## A NEW SHACKLETON EXPEDITION.

LONDON, January 10th.

Sir Ernest Shackleton is planning a fresh expedition to the Antarctic.

## JAPAN AND HER TEA.

Evidently, remarks a London contemporary, our Far East ally intends to take a leaf out of the book of the Indian planters who have in recent years taken such active measures, and with such satisfactory results—to exploit Indian tea on the Continent. A general meeting of tea merchants and producers from all parts of Japan was held a short time ago, and about 300 attended. Several members of the Japanese Government were present, including the Minister of Agriculture and Commerce, and the Director of the Agricultural Bureau. Important measures are to be taken for the extension of the export of Japanese tea to America, Russia, and Great Britain, and the question of economy in the cost of tea production was also discussed. A committee is to report on the matter, and if the Japanese take it up with their usual zeal, the next few years should see important developments.

## JAPAN'S TRADE IN 1909.

The Tokyo Asahi at the end of December said that the value of Japan's trade for the year would show an excess of exports over imports amounting to ¥1,185,000,000. From January 1st up to December 20th exports reached ¥3,747,402,000 and imports ¥3,812,722,000. Estimating the exports and imports from the 21st to the 31st instant to amount to over ¥1,000,000,000 and ¥1,000,000,000 respectively, the total value of the foreign trade will reach ¥7,598,699,000, showing an excess of exports over imports to the amount of ¥1,185,000,000. Compared with the returns for last year, the total value for this year will thus show a diminution of ¥5,804,000.

It may be added that the shipments of raw silk up to December 20th amounted in value to ¥1,200,000,000, the figures showing an increase of ¥15,000,000 as against the corresponding period of last year.

In compliance with instructions from the Home Department, the Yokohama Japanese Chamber of Commerce recently forwarded the following answers, giving as their opinion the reasons for the business depression of the Japanese market:—(1) The exhaustion of national resources as the result of the late war; (2) The continuation of special war taxes and other heavy duties; (3) The reaction caused by luxurious habits after the war; (4) The reaction of speculative enterprises mooted after the war.

## SUPREME COURT.

Monday, January 10th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

## FRAGMENTARY EVIDENCE.

Action was brought by Sit Leung Kit against Ho Yau-Shun to recover \$612, being as to \$360 amount found to be due on an account stated between the parties in writing contained in a Chinese document dated March 1st, 1907, and as to \$252 interest at the agreed rate of two per cent per Chinese moon from March 1st, 1907, to date.

Plaintiff was represented by Mr. J. H. Gardiner, and Mr. Otto King Sing appeared for the defendant.

Mr. Gardiner informed the Court that this debt had been running since 1902. The original loan of \$60 had been accumulating ever since, and the plaintiff had, on behalf of the defendant, paid \$100 to another man, while there was an amount due for rent.

His Lordship—Are all these items in the account stated?

Mr. Gardiner—On September 8th plaintiff presented the document to the defendant, who seized it and tore it to pieces. There was a fight, but defendant got the fragments.

His Lordship—Is this the case that went to the Police Court?

Mr. Gardiner—It went to the Police Station at Shankwan, where the defendant preferred a charge of larceny which was not sustained, and the inspector would not take the charge. After that the plaintiff brought this action.

His Lordship—Have you got a translation of the fragments?

Mr. Gardiner—Yes.

Plaintiff told the Court of his visit to the defendant's house at Shankwan to collect his money. On his arrival there were the usual greetings, and a foki gave him a cup of tea. Then the defendant told him he (the defendant) had called at his (plaintiff's) house to pay the money, and asked how much he owed. Plaintiff told him the principal was \$350. Defendant said it was not so much, as he had paid \$54 on account. Plaintiff told him that was in connection with a former document. Defendant replied that the witness wanted to "squeeze" whereupon plaintiff produced the document, which defendant tore in half. Witness tried to snatch it back, but he was pushed, and fell into the street. He returned to the house and struggled with the defendant, and even bit his hand, but the defendant would not let go of the document. Then the foki pushed over a counter, blew a police whistle, and raised an alarm of armed robbery. Some five or ten minutes later two policemen appeared and the defendant told them to arrest witness as an armed robber. The police took them all to the station, but they were subsequently released. Then a crowd of people gathered round and asked him what the trouble was. Witness told them, and they consoled with him, and some of them handed him fragments of the torn document.

The further hearing was adjourned for a week.

## GAMBLING CASUALTIES.

The panic which ensues among Chinese gamblers when the cry of "Police" is raised is fairly well known, but for some time have gambling raids been attended with so many accidents as during the past few days.

On Saturday the Wanchai police executed a gambling raid in Queen's Road East and arrested six men. When they were leaving they discovered one man lying dead in the back yard. Apparently he had tried to escape on the arrival of the police, and the broken coping of a house at the rear suggested that he had fallen over when making his way from a back window.

At the Magistracy the principal was fined \$25, and the second, who had been previously convicted was fined \$100. The others were fined \$4 each.

Other accidents not of a serious nature took place also on Sunday. While several Chinese were gambling on a rooftop in Jubilee Street a false alarm that the police were coming was raised. There was the usual scuffle to escape, and in the panic one man fell to the ground and received injuries which necessitated his removal to the hospital. A similar occurrence took place in Hollywood Road the same day, when a false alarm was raised, and one man in his haste to escape fell to the ground and broke his arm.

## LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kawachi Maru* (European Line) left Shanghai on the 8th instant, and is expected here to-day.

The P. & O. str. *Nyassa* left Singapore for this port on the 9th inst., at 2 p.m., and is due here on the 15th inst., at about 6 a.m.

The J.C.J. str. *Tjilatjap* from Java ports may be expected here on or about the 16th inst.

The N.Y.K. str. *Kamo Maru* (European Line) left Moji for this port via Shanghai on the 10th inst., and is expected here on the 17th inst.

The N.Y.K. str. *Yamato Maru* (Australian Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 8th instant, and is expected here on the 18th inst.

The N.Y.K. str. *Moyori Maru* (Bombay Line) left Bombay for this port via Singapore on the 6th inst., and is expected here on the 27th inst.

The cargo of silk shipped on board the M.M. str. *Ernest Strone*, which left this port on the 7th ult., was delivered in Lyons on the 8th inst. The C.P.R. str. *Empress of Japan*, sailed from Yokohama on the 9th inst., at 3 p.m. The Bank Line str. *Aymara* left Yokohama on the 8th inst. for Pacific Coast.

## LOCAL SPORT.

## LAWN BOWLS.

The Police Recreation Club have arranged for a jack high competition on their green on Friday, 11th February, for two prizes given by Mr. J. Grant.

The final in the open championship of the Colony between Mr. G. K. Haxton and Mr. Bell will be played on the Civil Service Green on Saturday next, and at the same time Mr. T. Petrie and Mr. Blouey will play off on the Police Ground for third and fourth place. The prizes will be afterwards distributed by Mrs. Bodeley. After the championship matches have been decided two rinks from each of the four clubs will compete for silver spoons.

## MR. MORGAN'S GIGANTIC TELEPHONE TRUST.

The financial world was surprised last month by the announcement of another huge deal by Mr. Pierpont Morgan, whose purchase of the Equitable Life Assurance Society only a few days previously made the concern, putting the Morgan interests in control of some fifteen or twenty great companies, with an aggregate capital of two and a half billion dollars, or \$2,500,000,000.

The later deal was the purchase of several independent telephone companies in the middle Western States, and the making of a practical working arrangement between the long-distance system and the American Telephone and Telegraph Company, which recently purchased the Western Union Telegraph Company and formed a billion dollar combination.

Some time since the Morgans bought the United States Long Distance Telephone Company, and now the purchase of the few outstanding independent corporations and the arrangement with the Telephone Trust throws nearly the whole telephone system of the United States into the hands of Mr. Morgan and his associates.

It is believed by this move in securing the important middle-west companies, who own the best developed and most valuable systems in the country, that Mr. Morgan forced the combination with the new trust, and that between them they will crush out all competition in the telephone and telegraph service of the country. The trust controls something like 6,000,000 instruments, with nearly 4,000,000 stations, while the new Morgan purchase operates about 3,500,000 instruments, with a capital of \$70,000,000. These figures show how gigantic the new combination will be, and what little chance there will be in the future for independent companies to exist.

## EXPLORATION IN CHINA.

Lieutenant Robert Clark, late of the United States Army, who has arrived in England from China on the conclusion of a nine months' journey of exploration in the Provinces of Shensi, Shanai, and Kansu, has been interviewed by a representative of Reuters's Agency. The region in question had been visited by a few European missionaries, but was as a whole unexplored. The expedition consisted of three Europeans besides the leader, viz. Captain Douglas, Mr. George A. Grant, and Mr. A. de C. Soverey. An Indian surveyor named Harrah Ali was murdered by the Chinese near Lanchow.

Leaving England in November, 1907, the members of the expedition spent some months in China, making their final preparations. It was intended to penetrate south of Lanchow along the mountains on the Chino-Tibetan frontier, but this was prevented by the murder of Mr. Harrah Ali, just south of that place. Proceeding by train to Taiwensu, the capital of Shensi, Mr. Clark and his companions went west to Yulin in Shensi, on to Yensanfu, thence to Chingyang in Kansu, and on to Lanchow, the capital. The Indian surveyor at the time of his murder was alone and unarmed. Although the authorities were immediately informed and warned the officials were very dilatory in sending up troops.

The expedition did not consist of 40 mules and 12 drivers. Progress was extremely difficult along the narrow and tortuous mule tracks. With the exception of two mountain ranges, each having an altitude of 85,000 feet, the country consisted entirely of "loess" and sand. Loess is a wind-borne deposit of yellow friable dust, blown from the Mongolian Desert, and has covered the whole of North-West China with deposit varying from 200 to 1,000 feet thick. One of the peculiar properties of this deposit is its vertical cleavage as a result of which there are successive of perpendicular chasms and ravines hundreds of feet deep. These sometimes occurred every few hundred yards and made direct travel an impossibility. In the poorer villages the native houses were simply holes scooped out of this deposit. The expedition succeeded in fixing astronomically the geographical position of about twelve cities and in surveying a piece of country a thousand miles long and ten miles wide. A good many specimens of mammals, including several new to science, were secured.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 10th at 12.15 p.m.—The barometer has risen over Japan, the depression lying over Hokkaido yesterday having moved into the Pacific.

The barometer has fallen slightly over the Loochoos and risen considerably over the Yangtze valley.

The depression lying to the South of the latter area yesterday has moved into the Eastern Sea.

A high pressure area covers N. China and Manchuria.

The monsoon will probably freshen in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (\*) N.E. winds, freshening.

Formosa Channel ..... Same as No. 1. South coast of China between ..... Same as No. 1. South coast of China between ..... Same as No. 1. Hongkong and Hainan... Same as No. 1. (\*) E. to N.E. winds, freshening; misty, probably some rain.

HOW TO BE BEAUTIFUL.—Keep your complexion Mrs. Ellen's Creme Chamoine, Lait Chamoine and Special Skin Tonic and Poudre Chamoine will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.



## SHIPPING NOTES.

The Japanese steamer *Fukushu Maru*, which went ashore recently at Jameshall, Chemulpo, was carrying a cargo of general goods. She was built in 1903; is a vessel of 1,475 tons, and is valued at £21,000. She is owned by the Osaka Shosen Kaisha.

Messrs. Butterfield & Swire's steamer *Peking* went badly ashore on Rugged Islands, about twenty miles from Guttsell, last week. When the steamer *Kanau* went to her assistance the stranded vessel had five or six feet of water in her hold, but the passengers and crew were perfectly safe. The latest news in Shanghai papers states that the *Kanau* was standing by, and gear and tugs are being despatched to assist in refloating the *Peking*, which is not expected to come to any great harm.

The historic Chinese junk *Whang Ho* is now a wreck on the south coast of Sumatra, near Telor Betong. This news was reported to the harbour master at Batavia by the captain of the steamer *Reischel*. The Resident of Telor Betong had seen or heard nothing of the crew of the deserted vessel. The *Whang Ho* is an ancient Chinese junk which set out from San Francisco many months ago on an adventurous voyage to Galveston, where it was intended to exhibit her.

The Japanese Consul at Honolulu has informed his Government that the American Government is imposing on all vessels, American and foreign alike, excepting vessels in distress and excursion yachts, calling at any port in United States territory, tonnage dues at the rate of two to six cents per ton, in accordance with Article 36 of the Customs Law adopted on August 5th, 1909. The Chief Collector of the Honolulu Customs received an official despatch from Mr. Knox, the American Secretary of State, to the effect that steamers calling at ports of the United States for the purpose of taking in coal or heavy oil for fuel, without taking on board or discharging passengers or cargo, will hereafter be exempted from tonnage dues, but the entrance fee must be paid.

A correspondent in a contemporary is anxious to know why the P. & O. Co. has named one of its steamers after a port in Belgium. This is what he writes: "Namur is a town in Belgium at the junction of the river Sambre with the Meuse. In 1692, in spite of its fortifications having been greatly strengthened in the interval by the famous military engineer Vauban, it was retaken by William III. (our Dutch William), and of a garrison of 16,000 men only 6,000 survived the siege. The first event was celebrated in a fulsome ode by the French poet Boileau, and the second event was taken advantage of by our Matthew Prior to write a most amusing skit on Boileau's poem. I am curious to know why the P. & O. should name one of their steamers after the place." We can offer no information on this point.

There is an estimated increase of Yen 2,292,705 in Japanese shipping subsidies for next year, as compared with the present year. The total amount is estimated at Yen 9,816,954, and the amount of subsidy to each line is as follows:

Service or Line	Amount.
European line	¥3,218,193
American	3,442,977
South American	601,978
Australian	425,782
China	800,000
Oriental waters	530,000
Japan Sea	351,000
Subsidy for calling at certain ports	50,000
Hokkaido service	189,864
Islands off Kagoshima Prefecture	22,800
Bonin Islands	15,480
Islands off Ise Province	7,560
Islands belonging to Bonin	1,520
Luchu	9,000
Islands off Luchu	5,400
Oki Island	5,400

The P.M. str. *Korea*, scheduled to leave San Francisco on the 7th inst., will make a special call at Manila in order to provide a direct service for passengers who desire to visit Manila during the Manila Carnival, which takes place on the 5th February to 14th inclusive. The *Korea* calls at Manila before coming to Hongkong.

The steamer *Sabine*, which was chartered to search for the missing liner *Waratah* on September 9th last, covered 14,700 miles in a zigzag course without discovering a clue as to the fate of the missing steamer. The *Sabine*, which experienced rough weather on one occasion made a complete circle of 1,200 miles circumference. She visited Possession Island, but was prevented by fog from approaching the other Crozets. Thence she proceeded to St. Paul Island, and throughout her search continued at night to sweep the waters with her searchlight.

A week or two ago we mentioned that the *Chiyo Maru* had gone into dock at Taikeo with a view to having alterations made to provide accommodation for a Post Office. We now learn from Japanese papers that in order to promote speedy deliveries of mail matter between Japan and America, the Japanese Department of Communications will open post-offices on board the N.Y.K. and T.K.K. North American liners upon the enforcement of the Ocean Navigation Subsidy Law, which comes into operation this month and to which these steamers bound for Seattle and San Francisco are to be subject. The opening of post-offices on the Pacific steamers has been proposed by the Japanese authorities in consideration of the success of similar services on the Atlantic. On the outward voyages these post-offices on the Pacific are to sort the mail matter, which land post offices receive at the point of departure

of American liners, so that the mail-closing hours ashore may be prolonged for about an hour. The floating post-offices will be based on the homeward voyages than on the outward trips, for they must open mail bags destined for the Tokyo, Yokohama and Kobe offices from Europe via America, and sort the matter, while translating addresses into Japanese for the benefit of the domestic post-offices. As soon as the letters and cards, already sorted, are landed at Yokohama they may be immediately sent to their respective destinations, through the proper post-offices. Passengers by the steamers, on which floating post-offices are established, may enjoy the facilities of despatching all kinds of mail matter, including "registered" and "value declared" articles.

## IN THE DAYS OF THE COMET.

TALKS ABOUT ITS TAIL.

An interesting account of Halley's comet and its present visit to the neighbourhood of the earth was given by Professor Fowler, of the Royal College of Science, at the conversations of the Students' Union on the 15th ult. Professor Fowler said, in reality quite common objects and no fewer than 150 had been discovered during the last thirty years, though most of these, of course, were only visible through powerful telescopes.

The appearance of a brilliant comet was an event of comparatively rare occurrence. The last was the Great Comet of 1832. Its whole bulk was 6,000 times that of the sun, but its mass, like that of other comets, was so small to be measured by any means known to us. It was often said that a big comet of this kind, could, if properly packed, go into a hat-box, but that statement must not be taken too literally, because it might very well weigh several millions of tons, and yet be small in comparison with the large heavenly bodies.

When Halley's comet last appeared in 1835 it was visible to the naked eye for several weeks before its perihelion, and had a tail about thirty degrees in length, but it was so trying to observe the fact that after the perihelion it was a disappointing object because it had no tail. The comet, naturally enough, as Halley, who identified it, was Astronomer Royal, had come to be regarded almost as British territory, and everyone was delighted to find that the calculations made at Greenwich as to its present appearance had proved to be correct. There had been great competition amongst astronomers throughout the world to be the first to pick it out.

Actually the first announcement of the comet's appearance was made by Wolf of Heidelberg, a photograph showing it having been taken on September 11th last. But when the Greenwich plates were re-examined by the light of the information given by Wolf it was found that the comet had been photographed two days before that. Recently, however, it was announced that the English astronomer in charge of the observatory at Helwan, in Egypt, had photographed the comet as far back as August 24, so that the credit of the discovery really belonged to England after all.

Since then the comet has approached much nearer the earth, and is now visible through quite small telescopes. It has no tail yet, but that is due to the fact that the tail is pointed away from the earth.

IN THE SUN'S RAYS.  
At the beginning of March next, said the professor, the comet would set three hours after the sun, and it might not then be bright enough to attract general attention. After that it would be lost in the sun's rays until nearly the end of April, and those who wished to see it would have to be up before sunrise.

On May 19, at 2 o'clock in the morning, the comet will pass in front of the sun's disc, but this transit will not, of course, be visible to the naked eye, as it will be seen at the end of May, but no one could tell whether the comet would be conspicuously brilliant or not.

Supposing its tail was not less than fifteen millions of miles in length, the earth would pass through it. We had already heard alarming rumours of what might happen—that we should all be poisoned by various gases—but the extreme tenacity of the gases comprising the tail should be sufficient to allay any fears of that kind.

At any rate, any astronomer would willingly take the risk of passing through a comet's tail in order to see what would happen. In his opinion, the most we might expect would be a shower of shooting stars, or, as he believed most probable, a display of the Aurora.

## THE GERMAN DEFICIT.

THE £26,000,000 LOAN.

In the presence of all the Ministers and before a crowded House and densely-packed galleries Herr von Bethmann-Hollweg made his maiden speech in the Reichstag as Imperial Chancellor on the 9th ult.

The Imperial Estimates for 1910 were down for first reading. The first task, he said, was to ensure to the Empire a solid financial system. (Hear, hear.) In the accomplishment of that task all these parties must work together which came apart on the question of taxation, whether their political differences continued or not.

Only by assenting to the decisions of the majority in the Reichstag, had it become possible to submit Estimates which promised a gradual restoration of the Imperial finances to a sound basis. ("Hear, hear," from the Right and Centre.)

"The vast mass of the people," the Chancellor declared in conclusion, "does not wish to live for ever on political sensation and embitterment. Our people, in the active prosecution of its labours, demands a steady, firm policy as much at home as abroad. A people which, like Germany, has won for itself a position in trade and culture by sober work can only maintain it by such work, and as the whole strength of the people has worked together to that end in the past, so also must it be in the future. (Loud cheers from Right and Centre; signs of protest on the Left.) Herr Wermuth, Secretary of State for the Imperial Treasury, pointed out that the necessity for raising £26,000,000 by loan was due to deficits in the Budgets of previous years, but that in future the country's finances would be conducted on lines which would prevent a recurrence of such a necessity. The financial year of 1908 had been particularly unfavourable, but of late a slow increase in the revenues had been noticeable. Nevertheless a cautious estimate of the yield of the new taxes was necessary. For 1909 he expected from this source £4,250,000, and for 1910 £4,500,000. In order not to upset the money market the amount which it would be necessary to obtain by loan would be raised gradually.

## CLERGYMAN'S EXPERIENCES IN CHINA.

The Rev. E. J. Hardy, M.A., the author of a well-known book, "How to be Happy Through Marriage," and for some time Army Chaplain in Hongkong, when he paid a visit to Japan, gave a short account of his life in the Far East in Mr. T. P. O'Connor's journal, M.A.P. He says—

"How to get married? is a problem on which I had no reason to expect to write before I produced 'Concerning Marriage,' in 1901. I was amazed at the red tape connected with it. I remember, when I was stationed in Hongkong, that I went to Canton on one occasion, in order to take some services, for there was no clergyman there, and an English doctor in the place asked me to put up his hands of marriage. I asked him for the address of his intended. He told me she had an address, for she was on the sea, travelling out to him."

"It was necessary that the particulars should be filled in, and as I was wondering what to do, for the doctor wanted to get married as soon as his intended arrived, it occurred to me that Stephen was the seaman's parish, and all children born at sea are registered as of that parish. I therefore, determined to register the young lady as in the parish of Stephen; and in that way solved the problem to my satisfaction. The Chinese nation is the largest on earth, for the Chinaman can live on next to nothing, and he has no fear of death. Their intelligence is remarkable, and so is their power of adaptability. When I first went out to Hongkong I found a large number of the soldiers in some of the outlying districts who were armed with only bows and arrows. Three years later, when I went there again, they were full equipped with excellent rifles and were well drilled. The only peculiarity was that they knelt to present arms. "I was in Peking at the end of the Boxer trouble, and though I was advised not to go out, lest the mob should attempt violence because I was a foreigner, I paid no attention to the advice."

"Only on one occasion was I menaced in any way. Then I was surrounded by some 3,000 people, and I thought from their action that I was going to be killed. It occurred to me, however, that I had a tooth covered with gold in San Francisco. I pointed to it, and at once the simple people thought I must be a demigod, and became quite friendly. They even took me into one of the temples, and showed me admiringly to the priests, because of my gold tooth."

"You make me sad when you ask about my first success. What is first success when set over against leading failure? Who can say that he has had more than half the opportunities of his life?"

"Success is a vague term, and the estimation of it differs in each country. The Chinese ask a stranger: 'How many children have you?' and if the answer, 'No boys' (girls do not count), he is thought anything but successful. "They would consider Messrs. Balfour and Haldane, the Bishop of London, Lord Kitchener, and other public men who are celebrities dismal failures for that reason. The poorest cobbler having a son would be considered more successful than all these famous celebrities put together."

## MEDICAL RESEARCH.

BEIT MEMORIAL FELLOWSHIPS.

At a meeting of the Senate of the University of London on the 15th ult. a letter was read from Mr. Otto Beit, announcing a magnificent benefaction in the interest of medical research. Mr. Beit's brother, the late Mr. Alfred Beit, left £50,000 to found an "Institute of Medical Research." As the formation of this institute has for various reasons become impossible, Mr. Beit has decided to increase the sum left by his brother to £215,000, so as to yield an annual income of about £7,500. This fund, following the name of "The Beit Memorial Fellowship for Medical Research," is to be devoted entirely to the furthering of medical research work in all its branches. With this object a sum of £250 a year for three years is to be granted "to any man or woman of European descent, graduate of any approved University within the British Empire, who is elected to a Fellowship." The first election of Fellows will take place on or before March 1, 1910. Not more than 10 Fellows will be elected on that occasion.

## WATER RETURN.

Level and storage of water in Reservoirs on the 1st January.

CITY AND HILL DISTRICT WATER WORKS.

LEVEL.	1909.	1910.
Below overflow. Below overflow.		
Tytam	12 ft. 5 in.	12 ft. 7 in.
Tytam Byewash	25 ft. 5 in.	28 ft. 7 in.
	Above overflow.	Above overflow.

STORAGE GALLONS.	1909.	1910.
Tytam Intermediate	2 ft. 4 in. in 1 ft. 4 in. date	
Below overflow. Below overflow.		
Pokfulam	6 ft. 7 in. in 7 ft. 4 in.	
Wong-nai-chung	45 ft. 2 in. in 26 ft. 0 in.	

STORAGE GALLONS.	1909.	1910.
Tytam	287,550,000	338,160,000
Tytam Byewash	1,235,000	nil
Tytam Intermediate	209,663,000	203,556,000
Pokfulam	51,550,000	49,890,000
Wong-nai-chung	nil	6,114,000
Total	549,968,000	597,720,000

CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF DECEMBER.

MONTH OF DECEMBER.	1909.	1910.
Consumption	135,540,000	141,107,000 gallons
Estimated population	207,810	209,610
Consumption per head per day	21	21.7 gallons

CONSTANT SUPPLY DURING DECEMBER IN BOTH YEARS.

KOWLOON WATER WORKS.

LEVEL.	1909.	1910.
Below overflow. Below overflow.		
Kowloon Gravitation	22 ft. 1 in.	11 ft. 11 in.
Reservoir		
STORAGE GALLONS.	1909.	1910.
Kowloon Gravitation	162,341,000	239,708,000
Reservoir		

CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF DECEMBER.

MONTH OF DECEMBER.	1909.	1910.
Consumption	28,923,000	24,040,000 gallons
Estimated population	85,700	90,500
Consumption per head per day	12.3	8.5 gallons

The Government Analyst reports that the water is of excellent quality.

Public Works Department.

P. N. H. JONES, Water Authority.

## BRITAIN'S POSITION IN THE CHINA MARKET.

YEARLY IMPORT AVERAGES.

Mr. Holt Schoelling, a well-known writer on economics, has been contributing to a London contemporary a series of articles on Great Britain's position in World-Markets. Following is his contribution on the United Kingdom's share of China's imports.

The great development of China's import trade has been accompanied by a rise in the purchases from us. But the rise was largely inadequate to enable us to maintain our position as a seller in China. Our share has fallen from £23.9 per £100 of China's imports to £17.1 per £100.

The United States have rapidly increased their position in China, taking as a gain the loss we have incurred. Even as lately as 1896, our position as a seller in China was four times as strong as that of the United States. At the present time our position is not twice as strong. Moreover, we are on the down grade in China and the United States are on the up grade.

In almost every market we examine, the fact comes out with significant iteration that we are losing our position as a seller. And this even in those countries, such as China, whose actual purchases from us have increased. In the latter instance, the increase in their recorded actual purchases from us is, of course, accompanied by a rise in our export trade as recorded in the United Kingdom. This increase is then commonly regarded as a sign of prosperity; although simultaneously, and unobserved, we are steadily losing position as a seller in many markets, and even in those very same markets where actual sales by us are increasing. We fail to maintain our position because our rivals make much more advance than we make. And thus a wholly misleading impression is given to those persons who are content merely to look at our own returns of export trade, which in reality cannot give us any information as to whether we are or are not holding our position in world-markets against the increasing competition of formidable trade rivals.

And yet it is most essential for our guidance to some notion that we do know how we are standing in world-markets, a knowledge that can be gained only by examining each market.

For, as Mr. Winston Churchill said at Cambridge University Carlton Club on June 1, 1901: "The food we eat, the clothes we wear, indeed, our very existence, depend on our power to hold our own in foreign and Colonial markets. If we are undersold, or outmatched, or outwitted, we are ruined."

Those words were spoken before "Tariff Reform" had arisen as a matter of party politics. It was then possible to investigate and to write about our trade conditions with a reasonable chance of one's conclusions being received without the injurious bias of the party politician. Nowadays, although our position in world-markets is appreciably worse than it was in 1901, when Mr. Churchill spoke the words quoted, that adroit politician is so difficultly in compensation, by trying to induce people to believe that our trade is in a sound condition. As President of the Board of Trade he ought to be aware of the trade tendencies that are being shown in these articles. And if he does know them it is not right for the President of the Board of Trade deliberately to mislead his audience as to the condition of our foreign commerce. If, on the other hand, Mr. Churchill is not aware of the trade tendencies here being shown, then he is not fit to hold his present position.

Moreover, the main cause of our inability to hold our own in world-markets is also the main cause of our inability to hold our own in the markets of the United Kingdom—the main cause of our decreasing power to provide work and wages for our population. This main cause is, as stated in former articles, the fact that we give to each of our trade rivals an open sale-area of 45 millions of people in the United Kingdom to sell to the free or open sale-area possessed by each of our rivals in their own country; while, simultaneously, our free or open sale-area is limited to the 45 million persons living in the United Kingdom.

This advantage given to our rivals enables them to produce goods upon a large scale and at a reduced cost of production, with the result that we thus enable our rivals to undersell us in any market where they desire to compete with us. That is a direct outcome of our Free Trade. Such a condition is widely different from the primary essential of real Free Trade, by which each trading nation would possess an equal and identical free or open selling-area.

IMPORTS INTO CHINA FROM ALL COUNTRIES AND FROM THE UNITED KINGDOM, 1890-1906.

Yearly Averages during each Decade.

Decade.	Imports from all Countries.	Imports from United Kingdom.	Per cent. of total imports from U.K.
1890-1899	93	22.2	23.9
1891-1899	97	22.4	23.0
1892-1899	102	22.6	22.2
1893-1899	107	24.0	22.4
1894-1899	115	25.2	21.8
1895-1899	124	26.4	21.3
1896-1899	133	27.4	20.6
1897-1899	146	29.7	20.4
1898-1899	156	31.1	19.9
1899-1899	166	31.6	19.1
1890-1899	182	33.5	18.4
1891-1900	191	35.6	18.6
1892-1901	204	36.8	17.9
1893-1902	224	39.6	17.7
1894-1903	242	41.9	17.5
1895-1904	262	44.6	17.0
1896-1905	290	49.8	17.2
1897-1906	311	53.2	17.1

Course of Trade. A large and con-tinuous Rise. A large and con-tinuous Fall.

These are General Imports. The Special Imports (imports for consumption in China) are not recorded as to the country of origin. The monthly value of the Imports from U.K. is 68 8d. (three to the 2), but the actual exchange value has fallen considerably year by year.

The above table is based upon the current Statistical Abstract for Foreign Countries and upon earlier volumes.

## THE SILVER MARKET.

Messrs. Mocatta and Goldsmid's circular dated London, the 18th ult. said:

The silver market continues to show strength, and the price quickly advanced from 23 1/2 d. on the 11th inst. to 24 1/4 d. which was reached on the 14th inst., and is the highest quotation since last June. This rise, however, led to some heavy selling on China account, and there was a reaction to 24 1/4 d., but to-day we quote 24 1/4 d. with a very steady market. This level hardly justifies the hope of much further rise, but with the prospect of continued buying orders from the East and from the Continent we anticipate a fairly steady market until the end of the year.

## THE SPIRIT OF JAPAN.

(BY THE "TIMES" MILITARY CORRESPONDENT.)

Some unknown friend in Japan has forwarded me copies of the first number (January, 1910) of a new magazine entitled the *Yamato-damashii*, or Spirit of Japan.

The Japanese text is accompanied by an English translation undertaken by Mr. J. Inouye, First Secretary of Legation, and by Professor T. Okada, of the Japanese Staff College. The magazine is to appear on the first of every month. The annual subscription is three yen, post free to all parts of the world, and the publisher's name and address Shintaro Takahashi, No. 12, Katamachi, Yotsuya, Tokyo, Japan.

The magazine appears under the auspices of the Military Education Society—the object of which is the propagation of military spirit and ideas—and of the *Shiyudan* established in 1906 to foster and develop *Bushido* and *Yamato-damashii*. Admiral of the Fleet Count Ito is President of both societies; General Viscount Terauchi, Minister for War, is Vice-President of the Military Education Society, and General Count Nogi, of the *Shiyudan*. The two societies number several hundred councillors, lecturers, and secretaries.

The particular object of the magazine is "to lead humanity to true happiness," and this laudable object is explained in a prefatory notice, which runs as follows:—

It is the duty of all men to improve their condition of life by forming good habits and acquiring refined customs and to carry out the divine will with unswerving faith.

From the ideas which have remained unchanged under the one Imperial dynasty which has ruled this country for more than twenty-five centuries, has been fostered and matured the *Yamato-damashii*, the Spirit of Japan, which in turn has developed the *Bushido* ideal, by selecting and assimilating the various doctrines of the world with great skill, has shown the true path of humanity. Of late, many people in all parts of the world, in their desire to become acquainted with *Bushido*, have looked up books of all descriptions; for the purpose or have come to this country to acquire the true nature of *Bushido*. There follows an Imperial Edict on Education, which runs as under:—

KNOW YE, OUR SUBJECTS.

Our Imperial Ancestors have founded our Empire on a basis broad and everlasting and have deeply and firmly implanted virtue. Our subjects, ever united in loyalty and filial piety, have from generation to generation illustrated the beauty thereof. This is the glory of the fundamental character of Our Empire, and herein also lies the source of Our education. Ye, Our subjects, be filial to your parents, affectionate to your brothers and sisters, as husbands and wives be harmonious, as friends true; brothers, bear yourselves in modesty and moderation; extend your benevolence to all, pursue learning and cultivate arts, and thereby develop intellectual faculties and perfect moral powers; furthermore, advance public good and promote common interests; always respect the Constitution and observe the laws; should emergency arise, offer yourselves courageously to the State; and thus guard and maintain the prosperity of Our Imperial Throne coeval with heaven and earth. So shall ye not only be of Our good and faithful subjects, but render illustrious the best traditions of your forefathers.

The Way here set forth is indeed the teaching bequeathed by Our Imperial Ancestors, to be observed alike by their Descendants and the subjects, infallible for all ages and true in all places. It is Our wish to lay it to heart in all reverence, in common with you, Our subjects, that we may all thus attain to the same virtue.

The 30th day of the 10th month of the 23rd year of Meiji.

(Imperial Sign Manual. Imperial Seal.)

The next contribution is an Ode composed by His Majesty the Emperor of Japan.

CORRECT EACH OTHER'S FAULTS AND LIVE AS FRIENDS:

SUCH IS THE SPIRIT THAT TRUE FRIENDSHIP LEADS.

This Ode is commented upon by Baron Takasaki, President of the Board of Poetry in the Imperial Household Department, who says that:—

Should any fault be committed among friends, it would show the faithfulness of true friends to admonish one another and cause such fault to be corrected. Although there are friends in the world who would praise a good deed, a friend who will expostulate when an evil deed is committed is hard to get. He is not a true friend who praises only outwardly, but will not speak out against a fault. The words "Friends should be true to each other" in the Imperial Edict mean that friends should be faithful to each other, and to be faithful, they must admonish without hesitation even at the risk of incurring the displeasure of the person so admonished. I believe that it was in the same spirit that this ode was composed by His Majesty.

The next paper gives the first of the 47 odes of the *daimyo* Nishikan of the Shimazu family, hereditary lords of Satsuma.

It would be bootless to hear or speak of the teachings of the ancients unless we make them our guides in conduct.

There is a note written upon this ode by a *Samurai* Count Togo, who concludes that:—

"If we could conquer ourselves, no good act of whatever kind would be difficult to perform, but this conquest of self is no easy task, and therefore it is important that we should, with extraordinary courage and very great resolution, carry out the object expressed in this ode and exert ourselves in the cause of our lord and country."

General Viscount Terauchi follows with a sympathetic paper upon Lieutenant-Colonel Tachibana, who is described as a model army officer and whose career will be further traced in a subsequent issue. The merits of Captain Ryohokan Arima, of the Japanese Navy, are described by Vice-Admiral Baron Dewa, and there follow two unsigned papers, the first containing one of the tales of the 47 loyal retainers of Akao, and the second giving an example of filial piety in a man of the humblest class.

The three remaining papers deal with *Bushido* and the *bushu*. A model Tokugawa *bushu* is described by an anonymous writer, while Professor Inouye Tetsujiro, of the Tokyo University, contributes a very interesting article on the development of *bushido*. Lastly, there is given the report of a conversation on the subject of *bushido* between General Count Nogi, the hero of Port Arthur, and Captain Takahashi, the editor of the magazine, in which the former gives the following definition:—

## FAMILY'S FEARFUL SKIN TORMENTS



## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed, DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PAGES CODES: A.B.O. 6th Ed-Liber's.

P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET—FURNISHED.

THE GROVE, MACDONNELL ROAD, Hongkong, 8-Roomed House, fitted with Electric Light, detached. Servants Quarters and Tennis Court, from 1st May, 1910. Apply to—

PERCY SMITH & SETH, Hongkong, 11th January, 1910. [159]

FOR SINGAPORE, PENANG AND CALOUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

## THE Steamship

"GREGORY APCAR," Captain S. H. Belsom, will be despatched for the above Ports on THURSDAY, the 13th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 11th January, 1910. [157]

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

## THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Cons. men of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by—DAVID SASSOON & Co., Ltd., Agents, Hongkong, 10th January, 1910. [157]

## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

## FROM EUROPE.

## THE Company's Steamship

"CARNARVONSHIRE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th inst. at 6 A.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 15th inst. No Claims will be admitted after goods have left the godown nor will they be recognised if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 10th January, 1910. [158]

## NOW ON SALE.

## MAIL TABLES

## FOR 1910.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card 30 Cents.

On Paper 20 "

On Sale at the Hongkong Daily Press Office.

## FOR SALE.

A Quantity of NETTING for Tennis Courts, etc.

TABLE BILLIARD SETS, SLATE BEDS, from \$40.00.

CHINA EXPRESS CO., 3, Duddell Street. [40]

## FOR SALE.

THE Cutter "BRYNHILDE," as she lies off AN KONG, with all Gear and Stores, Bedding and Mess Traps on Board. Length over all, 42 feet; Beam, 10 feet 3 inches; Draught, 5 feet.

Lead Keel weighing 7,030 lbs. Teak Bulk, Copper Fastened.

New Sails, Area about 1,700 square feet.

Large English-built Dinghy, Three Anchors, Chain and Hemp Cables, Two Life Buoys, Compass, Lights, &c.

Complete and ready for sea.

LEIGH & ORANGE, "Princes" Building, 2, Des Voeux Road Central, Hongkong, 31st December, 1909. [106]

## GRACA &amp; CO.

## 27, Des Voeux Road.

Dealers in ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910. Pictures and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection invited. [110]

## SINGON &amp; CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandeliers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [163]

## PUBLIC COMPANIES

## THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Offices of Messrs. SHAW, TOMES & Co., Victoria, Hongkong, on SATURDAY, the 15th day of January, 1910, at 11 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as a special resolution the resolution which was passed by the requisition majority at the Extraordinary General Meeting of the Company held on the 30th day of December, 1909.

That the Articles of Association of the Company be altered.

1. By inserting therein immediately after paragraph 4 of Clause VIII a new paragraph as follows:—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified, altered, sub-divided, re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall be before the Special Resolution is passed be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for the redemption of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the Holders of the shares of the Class or for the allotment of shares credited as fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority or not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI a new paragraph as follows:—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may issue fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that cash payments shall be made to any members upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies' Act, 1900, and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Dated the 30th day of December, 1909.

By Order, SHEWAN, TOMES & Co., General Managers.

## THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 17th January, to TUESDAY, the 25th January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

## HONGKONG LAND INVESTMENT &amp; AGENCY COMPANY, LIMITED.

General Agents for the West Point Building Company, Ltd., Hongkong, 8th January, 1910. [153]

## THE HONGKONG LAND INVESTMENT &amp; AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 17th January, to TUESDAY, the 25th January (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

## HONGKONG, 8th January, 1910. [154]

## EXCURSION TO MACAO.

## On EVERY SUNDAY.

## The S.S. "ON LEE."

Will depart from PING ON WHARF, near Western New Market, at 9 A.M., returning from Macao at 5 P.M.

1st Cabin (Single Fare) ... \$1.20

2nd Cabin (Single Fare) ... \$1.00

3rd Cabin (Single Fare) ... \$0.80

Children under 12 years Half Price.

Hongkong, 17th December, 1909. [151]

## NOTICES OF FIRMS

## NOTICE.

THE Interest and Responsibility of Mr. PETER CHANATONG and Mr. JOSEPH CHANATONG in our Firm CEASED on 31st December, 1909.

FERNANDEZ & Co., Hongkong and Canton. Hongkong, 6th January, 1910. [134]

## NOTICE.

NOTICE IS HEREBY GIVEN that we have Appointed Mr. C. MING SHAN as Sole Manager of our Firm, and that all receipts and other documents purporting to be made by us must bear his signature, without which the same will not be recognised by us.

AH YOUNG & COMPANY, (No. 1, Victoria Street), Hongkong, 7th January, 1910. [147]

## HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE (Movable Artillery) will be carried out as under:—

On the 11th, 12th, 13th and 14th January, 1910.

From Eagle's Nest in a Northerly direction, commencing at 9 A.M.

On the 11th, 12th, 13th and 14th January, 1910.

From Box Vista in a direction from South-East to South-West, commencing at 10 A.M.

If the weather is unfavourable on the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

HASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 5th January, 1910. [140]

## WANTED.

NEW or SECOND-HAND (not too old) 10 H.P. GAS ENGINE.

State maker's name, price, and when delivery can be made to—

A.B.C., Care of "Daily Press" Office, Hongkong, 10th January, 1910. [150]

## WANTED.

GENERAL OFFICE ASSISTANT. Must be an efficient Typewriter.

Apply with references to—N. S., Care of "Daily Press" Office, Hongkong, 8th January, 1910. [146]

## WANTED.

COMPETENT STENOGRAPHER and TYPIST (male or female). Beginners need not apply.

Apply to—Care of "K." Office, Hongkong, 7th January, 1910. [139]

## WANTED.

A BOOK-KEEPER for a Manila Firm. Britisher preferred. Age must be under 30 years, must have had previous experience in a Merchant's Office; state qualifications, references and when free.

Reply—Care of "Daily Press" Office, Hongkong, 5th January, 1910. [129]

DAVID COBBAR & SONS, MERCHANT NAVY, LONG FLAT, BELLAIR CROWN, TAILORING, ARNHOLD, KARSBERG & CO. Sole Agents. [155]

## TO LET.

TO LET or FOR SALE. DERRINGTON, PEAK ROAD, No. 8. SHORNCLIFFE, Garden Road, 7.

For Particulars apply to—C. SCHROTER, King's Buildings, 11th, Care of Garrets, Borman & Co., Hongkong, 1st December, 1909. [86]

## STORAGE.

For Coal, Timber, &c.

TO BE LET, a Portion of MARINE LOT No. 25 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate AREA 45,000 SQUARE FT. 99 YEARS LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. [84]

## POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang, the Beautiful Summer Resort and Sanatorium, near Foochow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Foochow, 22nd May, 1909. [92]

## TO LET.

TWO ROOMS in HOTEL MANSTONS, First Floor, facing the New Post Office, suitable for Offices.

Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 10th January, 1910. [151]

## TO LET.

GODOWNS in MASON'S LANE, between Wyndham and Zetland Streets, lately vacated by Messrs. Barretto & Co., suitable for Cinematograph show or storage.

Apply to—DAVID SASSOON & Co., Ltd., Hongkong, 5th January, 1910. [130]

## TO LET.

GODOWN, No. 54, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st January, 1910. [83]

## TO LET.

## TO LET.

No. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—F. X. D'ALMADA & CASTRO, 33, Queen's Road Central, Hongkong, 7th July, 1909. [94]

## TO LET.

No. 2, BEACONFIELD ARCADE, facing the Parade Ground.

No. 4, CONDUIT ROAD, 5 ROOMS, from 1st April, 1910.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.

PREMISES at SHAMBER, CANTON, now in occupation of the Canton Kowloon Railway. CHELTONDALE (vacated), No. 100, Peak, 1st April to 1st October, 1910.

THE EYRE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

No. 25, SHELLEY STREET (new House), GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color washed, exceptionally cheap rentals.

FOR SALE.—TOR CRIST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINDSEY & DAVIS, 33, Ebor, Alexandra Buildings, Hongkong, 11th January, 1910. [91]

## TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st January, 1910. [90]

## TO BE LET.

WITH Possession from March, 1910. (Unfurnished or if desired the furniture could be taken over at a valuation.)

"LAN MOR," Peak Road. Six Roomed semi-detached house, commanding a good view of the harbour. Tennis Court and Vegetable Garden.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yamat, Area 55,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 1st December, 1909. [99-109]

## TO LET.

NOS. 52 and 69, CAINE ROAD.

Apply to—HO U MING, 81, Queen's Road Central, Hongkong, 8th December, 1909. [96]

## TO LET.

A HOUSE in Wong Nai Chung Road.

A HOUSE in BIPON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the Hongkong Hotel.

FLATS in MORTON TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st January, 1910. [87]

## TO LET.

No. 3, MORRISON HILL. Immediate entry.

Apply—Messrs. JARDINE, MATHESON & Co., Ltd., Hongkong, 10th December, 1909. [93]

## TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tung Lap Ting's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [93]

## TO LET.

No. 6, DES VOEUX ROAD CENTRAL, ONE GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31 Wyndham Street.

DAVID SASSOON & Co., Ltd., Hongkong, 19th December, 1909. [95]

## TO LET.

King's Buildings.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st January, 1910. [89]

## TO LET—FURNISHED.

"TANTALLON," 126A, BARKER ROAD, Rent \$225 per Month. Seen by appointment only.

Apply to—GODDARD & DOUGLAS, Hongkong, 9th December, 1909. [100]

## TO LET.

AT THE PEAK.

UNFURNISHED—A Six-Roomed House for a term from 1st April.

FURNISHED—One Six-Roomed House and One Five-Roomed House for 6 or 8 months from 1st May.

Apply to—DENNY & BOWLEY, Hongkong, 5th January, 1910. [135]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned will Let by Public Auction, on MONDAY, the 14th day of JANUARY, 1910, at 3 P.M., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of

BOOTHS AND MATSHEDS, on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

Terms—Cash.

For Plan and Conditions of Sale, apply to HUGHES & HUGHES, Government Auctioneers, Hongkong, 7th January, 1910. [142]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of January, 1910, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Kan U Kong in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Apply to—LINDSEY & DAVIS, 33, Ebor, Alexandra Buildings, Hongkong, 11th January, 1910. [91]

## PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements (Approximate)	Contents	Annual Rent	Upset Price
1	East of Fung	5' 5" x 1' 1" x 45' 5" x 45' 4"	300	4	1,400

## BANKS

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3½ per cent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager, Hongkong, 12th January, 1907. [19]

## NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (Fl. 250,000,000)

Subscribed Capital Fl. 12,378,100 (Fl. 1,







## SHIPPING.

**ARRIVALS.**  
**Bombay.** French str., 977, Le Ball, 9th Jan.—Sagun 5th Jan., Rice and General—Man Fat.  
**Onsen Maru.** Japanese str., 1301, T. Suruga, 10th Jan.—Swatow 9th Jan., General—Osaka Shosen Kaisha.  
**Haino Shun.** Chinese str., 808, Marhusen, 10th Jan.—Touma 7th Jan., Coal—Wollem & Co.  
**Taka Maru.** Japanese str., 5223, Y. Nomura, 9th Jan.—Mojl 4th Jan., General—Nippon Yusen Kaisha.  
**Yusung.** British str., 1123, P. H. Rolfe, 10th Jan.—Manila 7th Jan., General—Jardine, Matheson & Co.  
**Zafiro.** British str., 1518, R. Rodger, 10th Jan.—Manila 8th Jan., Hump and General—Shewan, Tomes & Co.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
 10th January.  
**Carnarvonshire.** British str., for Yokohama.  
**Dryden.** Norwegian str., for Swatow.  
**Haino.** British str., for Swatow.  
**Holms.** German str., for Tournai.  
**Idonensis.** British str., for London.  
**Toss Maru.** Jap. str., for Bombay.

## DEPARTURES.

9th January.  
**SCHARNHORST.** Ger. battleship, for Java.  
**SHANGHAI.** British str., for Hongkong.  
**LEIPZIG.** German cruiser, for Java.  
 10th January.  
**CHENAN.** British str., for Canton.  
**C. DIEDERICHSEN.** German str., for Hoihow.  
**CHANGHONG.** British str., for Australia.  
**Hsin Kung.** Chinese str., for Shanghai.  
**KWANGTAI.** Chinese str., for Shanghai.

## SHIPPING REPORTS.

The British str. Zafiro reports: Light wind smooth sea and fine clear weather.  
 The Chinese str. Haino reports: Light easterly swell; fine weather the whole trip.

## VESSELS IN DOCK.

January 10th.  
**Kowloon Dock.**—H.M.F.S. Rainha Amelia, Hilary, Rio Lima, Robert Lebaudy, Haino, Hoi Tany, Chingtaifu, Aline, Kwang Tung.  
**Taikeo Dock.**—Wulu, Kwoyang, Kueichow, Wanchow, Shenking, Kwang, Gregory Apcar, Liangchow, Pengtun, Choulat.

## VESSELS ON THE BERTH

**"SHIRE" LINE OF STEAMERS, LIMITED.**  
 For LONDON, ROTTERDAM AND AMSTERDAM.

**THE Steamship**  
**"CARDIGANSHIRE"**  
 Captain W. O. Tyers, will be despatched as above on the 16th Jan., at Daylight.  
 For Further Particulars, apply to  
**JARDINE, MATHESON & Co., Ltd.,**  
 Agents.  
 Hongkong, 7th January, 1910. [103]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON**

**THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, CANTON, AMERICAN AND SOUTH AFRICAN PORTS.**

## THE Steamship

**"DEVANHA."**  
 Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 22nd January, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. "MOOLNAR," 9,421 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuables, all cargo for France and Tins for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed to Bombay by the R.M.S. "INDIA," 8,421 tons, on the 5th March, 1910.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to  
**E. A. HEWETT,**  
 Superintendent.  
 Hongkong, 10th January, 1910. [1]

**"SHIRE" LINE OF STEAMERS, LTD.**  
 For MARSEILLES LONDON AND ANTWERP.

**THE Steamship**  
**"PEMBROKESHIRE,"**  
 Captain R. Heyes, will be despatched as above about the 25th January.  
 For Freight, or Passage, apply to—  
**JARDINE, MATHESON & Co., Ltd.,**  
 Agents.  
 Hongkong 13th December, 1909. [104]



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR**  
**FIUME AND TRIESTE (DIRECT),**  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, VENICE, LEBANON, and ADRIATIC PORTS.)  
**THE Company's Steamship**

**"PERIA."**  
 Captain Giurgovich, will be despatched as above on WEDNESDAY, the 26th inst.  
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.  
 For information as to Passage and Freight, apply to  
**SANDER, WIELER & Co.,**  
 Agents,  
 Prince's Buildings.  
 Hongkong, 4th January, 1910. 5

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP via SINGAPORE, &c.	SCILLIA	Brit. str.	—	C. W. Watkins, R.M.R.	P. & O. S. N. Co.	About 13th inst.
LONDON, ROTTERDAM & AMSTERDAM	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light
LONDON, &c., via UTAH PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 22nd inst., at Noon
HAYRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	V. Dokrou	HAMBURG-AMERICA LINE	On 15th inst.
COPENHAGEN & BALTIC PORTS.	INDIAN	Swed. str.	—	—	MELCHERS & Co.	Middle of Febr.
MARSEILLES, HAYRE, COPENHAGEN, &c.	CANTON	Dan. str.	—	Sollier	MELCHERS & Co.	Quick despatch.
MARSEILLES, &c., via Ports of Call.	ONANIAN	Ger. str.	—	P. L. Sommer	NIPPON YUSEN KAISHA	On 18th inst., at 1 p.m.
MARSEILLES LONDON & ANTWERP via SINGAPORE, &c.	KANO MARU	Jap. str.	—	Brohner	HAMBURG-AMERICA LINE	On 19th inst., at D'light
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SYTHONIA	Ger. str.	k. w.	E. Hayes	NIPPON YUSEN KAISHA	On 20th inst.
MARSEILLES, LONDON & ANTWERP	PEMBROKESHIRE	Brit. str.	—	K. Sato	HAMBURG-AMERICA LINE	About 25th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ANT MARU	Jap. str.	—	Filler	NIPPON YUSEN KAISHA	On 2nd Feb., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	BRASILIA	Ger. str.	k. w.	M. Hagino	MELCHERS & Co.	On 16th Feb., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	—	F. Prosch	SANDER, WIELER & Co.	To-morrow, at Noon
NAPLES, GENOA, ALGIERA, GIBRALTAR, &c.	BURLOW	Ger. str.	—	P. Giurgovich	HAMBURG-AMERICA LINE	On 26th inst.
TELESTE, &c., via SINGAPORE, &c.	PERIA	Aus. str.	k. w.	Karberg	DODWELL & Co., Ltd.	On 19th inst.
NEW YORK	VANDALIA	Ger. str.	—	J. Boyd	CANADIAN PACIFIC R. CO.	On 13th inst.
VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN	SUVERIC	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 25th inst., at 7 a.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 15th Feb., at Noon
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 5th Feb.
VICTORIA, B.C. & SEATTLE, &c.	KAWAGAWA MARU	Jap. str.	—	M. Yagi	OSAKA SHOSHEN KAISHA	On 3rd March.
VICTORIA, B.C. & SEATTLE, &c.	ITO MARU	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 21st inst., at Noon
TACOMA via JAPAN	SEATTLE MARU	Jap. str.	—	—	MELCHERS & Co.	On 26th Feb., at Noon
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 21st inst., at Noon
AUSTRALIAN PORTS via MANILA	COLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 26th Feb., at Noon
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th inst., at D'light
AUSTRALIAN PORTS via MANILA	ATSUTA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 17th Feb., at Noon
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at Noon
NAGASAKI, KOBE & YOKOHAMA	TULANTAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	On 19th inst., at Noon
JAPAN	NANCHANG	Brit. str.	1 m.	Kenzie	BUTTERFIELD & SWIRE	Quick despatch.
TSINGTAU, WEIHAIWEI & CHEFOO	WOSANG	Brit. str.	—	A. A. Campbell	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	To-morrow, at Daylight
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHOSHUN MARU	Jap. str.	—	T. Saruga	OSAKA SHOSHEN KAISHA	About 12th inst.
SHANGHAI via SWATOW, AMOY & FOCHOW	CHENAN	Brit. str.	k. w.	Sache	HAMBURG-AMERICA LINE	On 13th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	SEGOYA	Ger. str.	—	H. S. Bradshaw, R.M.R.	P. & O. S. N. Co.	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	NYANZA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst., at Noon
SHANGHAI, MOJI, KOBE	ANHUI	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 14th inst.
SHANGHAI, MOJI, KOBE	BOMBAY MARU	Jap. str.	—	—	MELCHERS & Co.	On 17th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	TOWRAE	French str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA & KOBE	INDIAN	Dan. str.	—	—	P. & O. S. N. Co.	On 21st inst., at Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	LIANAN	Brit. str.	1 m.	C. Lindbergh	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst., at D'light
SHANGHAI, YOKOHAMA, KOBE & MOJI	ACADIA	Brit. str.	1 m.	S. Barclay	HAMBURG-AMERICA LINE	On 2nd Feb.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CHINHOVA	Jap. str.	k. w.	Muller	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SAMBA	Ger. str.	—	Jurriance	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TILIKONG	Dut. str.	—	Robertson	OSAKA SHOSHEN KAISHA	On 19th inst., at 8 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUANG	Brit. str.	1 m.	H. Murayama	OSAKA SHOSHEN KAISHA	On 16th inst., at 10 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SOSHU MARU	Jap. str.	—	Puckett	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	DAIGI MARU	Jap. str.	—	J. S. Roach	DOUGLAS LARPAK & Co.	To-day, at 10 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	HAITAN	Brit. str.	2 h.	—	DOUGLAS LARPAK & Co.	To-morrow, at 10 a.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	HAIMUN	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	HAIXANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	YANGSANG	Brit. str.	—	—	SHAW, TOMES & Co.	On 15th inst., at Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	ZAPANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst., at 3 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ZAPANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TEAN	Brit. str.	1 m.	A. W. Outerbridge	SHAW, TOMES & Co.	On 22nd inst., at Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	LOONGKANG	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	BOBI	Brit. str.	—	A. Fraser	SHAW, TOMES & Co.	On 15th inst., at Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	KAIFONG	Brit. str.	—	Mathies	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & Co.	End of Jan.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TOSA MARU	Jap. str.	—	I. Nomura	NIPPON YUSEN KAISHA	To-day.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CAPI	Ital. str.	—	S. H. Belson	DAVID SASSON & Co., Ltd.	On 14th inst., at Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	GRANDY APCR	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 3 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon
SHANGHAI, YOKOHAMA, KOBE & MOJI	TIPIANAS	Dut. str.	—	Pander	JAVA-CHINA-JAPAN LINE	On 1st Feb., at Noon

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"BUELOW" Capt. F. Prosch	Wed' day, 12th Jan., at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About Wed' day, 12th January.
MANILA, YAP, NEWGUINEA, BEISSANE, SYDNEY and MELBOURNE	"COLENZ" Capt. H. Raegener	Friday, 28th Jan., at D'light
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semblil	End of January.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD, MELCHERS & Co.,**  
 GENERAL AGENTS HONGKONG & CHINA.  
 Hongkong, 1st January, 1910. [5]

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overseas Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VANCOUVER, B.C., TACOMA & SEATTLE**  
 VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamer	Tons	Captain	Sailing Date
SUVERIC	6,232	S. Shotton	On 13th January, 1910.
OCEANO	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
AYMERIC	4,363	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**

For further information apply to  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 Hongkong, 8th December, 1909. 8

## MESSAGERIES MARITIMES

### FRENCH MAIL LINES.

Fortnightly service to and from Europe via SUEZ CANAL.  
 Fortnightly service to and from Japan via SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancelin	On 17th Jan., P.M.
MARSEILLES, via PORTS	"OCEANIAN" Capt. Sollier	On 18th Jan., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Gaconnet	On 31st Jan., P.M.
MARSEILLES, via PORTS	"NERA" Capt. Martin	On 1st Feb., 1 P.M.

Transhipping on the Co. Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles. For Further Particulars, apply to—  
**P. THOMAS, AGENT,**  
 Hongkong, 8th January, 1910. Queen's Building. 2

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service. 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER. SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong	From St. John, N.B.
"EMPERESS OF CHINA" Sat., 29th Jan.	"EMPERESS OF IRELAND" Fri., 25th Feb.
"MONTEAGLE" Tuesday, 15th Feb.	
"EMPERESS OF INDIA" Sat., 26th Feb.	"EMPERESS OF IRELAND" Fri., 25th Mar.
"EMPERESS OF JAPAN" Sat., 26th Mar.	"EMPERESS OF IRELAND" Fri., 22nd April
"EMPERESS OF CHINA" Sat., 23rd April	"EMPERESS OF IRELAND" Fri., 20th May
"EMPERESS OF INDIA" Sat., 14th May	"ALLAN LINE" Friday, 10th June

"Empress" Steamships leave HONGKONG at 7 a.m. at 12 Noon.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10. Intermediate or Steamer) \$43 " 24s.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
**D. W. CRADDOCK,** General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier

## VESSELS ON THE BERTH

## CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"SUVERIC."

FROM HONGKONG.

ON THURSDAY, 13th JANUARY.

FOR VANCOUVER DIRECT.

To be followed by the

OCEANO ... 10th February.

KUMERIC ... 10th March.

AYMERIC ... 7th April.

SUVERIC ... 5th May.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO., Hongkong.

Hongkong, 6th January, 1910. [136]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.

(Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI."

Captain Dini, will be despatched as above on FRIDAY, the 14th inst., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 5th January, 1910. [4]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SICILIA Capt. C. H. Watkins, R.N.R.	About 15th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. H. S. Bradshaw, R.N.R.	Noon, 16th Jan.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	About 21st Jan.	Freight and Passage.
LONDON via USUAL PORTS ON CALCUTTA	DEVANHA Capt. H. Powell	Noon, 22nd Jan.	See Special Advertisements.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th January, 1910.

## CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 11th Jan., 3 P.M.
TSINGTAU, WEIHAIWEI & CHEFOO	"NANCHANG"	On 11th Jan., 4 P.M.
AMOI and SHANGHAI	"HUNAN"	On 11th Jan., 4 P.M.
ZAMBOANGA, CEBU and ILOILO	"KAIFONG"	On 13th Jan., 4 P.M.
SHANGHAI	"CHENAN"	On 13th Jan., 4 P.M.
NINGPO and SHANGHAI	"KIUKIANG"	On 14th Jan., 4 P.M.
SHANGHAI	"ANHUI"	On 16th Jan., 4 P.M.
MANILA	"TEAN"	On 18th Jan., 3 P.M.
SHANGHAI	"LINAN"	On 20th Jan., 4 P.M.
SHANGHAI	"CHINHUA"	On 23rd Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER,  
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL, 6th to 14th FEBRUARY. S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th idem for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE SHANGHAI LINE  
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

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## DOUGLAS STEAMSHIP CO., LIMITED.

### HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOI and FOOCHOW	TUESDAY, 11th Jan., at 10 A.M.
"HAIMUN"	SWATOW	WED'DAY, 12th Jan., at 10 A.M.
"HAIYANG"	SWATOW, AMOI and FOOCHOW	FRIDAY, 14th Jan., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 11th January, 1910.

## INDO-CHINA S. NAV. CO., LD.

### PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOSANG"	Wed'day, 12th Jan., D'light.
MANILA	"YUENSANG"	Friday, 14th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"YUENSANG"	Friday, 21st Jan., Noon.
MANILA	"YUENSANG"	Friday, 21st Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 22nd Jan., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 1st Feb., Noon.

### RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NANSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang

Telephone No. 216, Sul. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

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## EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

## SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

### PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS	"CANTON"	About 5th Jan., 1910.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	On 17th Jan.,
COPENHAGEN and BALTIC PORTS	"INDIEN"	Middle of Feb.,

For Further Particulars apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 11th December, 1909.

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer, AKI MARU Capt. K. Sato, KAGA MARU Capt. M. Hagino,	9,000 7,000 7,000	WED'DAY, 19th Jan., at Daylight. WED'DAY, 2nd Feb., at Daylight. WED'DAY, 16th Feb., at Daylight.
VICTORIA B.C. & SEATTLE (KANAGAWA MARU leaving Hongkong 5th Feb., due Kobe 10th Feb., connects)	INABA MARU Capt. R. Takada,	6,500	WED'DAY, 16th Feb. from YOKOHAMA.
VICTORIA B.C. & SEATTLE (YO MARU leaving Hong- kong 3rd March, due Yokohama 15th March connects)	TAMBA MARU Capt. C. H. Butler,	6,500	WED'DAY, 16th Mar. from YOKOHAMA.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sakine, NIKKO MARU Capt. M. Yagi,	5,000 6,000	FRIDAY, 21st Jan., at Noon. THURSDAY, 17th Feb., at Noon.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nomura,	6,000	TUESDAY, 11th January.
NAGASAKI, KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson,	9,000	WED'DAY, 12th Jan., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Evans,	5,000	FRIDAY, 14th January.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi,	6,000	WED'DAY, 19th Jan., at Noon.

Equipped with New System of Wireless Telegraphy; Cargo only. \* Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Canton Road.

Hongkong, 10th January, 1910.

T. KUSUMOTO,  
MANAGER.

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## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 15th Jan., Noon.
RUBI	2540	A. Fraser	Manila	On 22nd Jan., Noon.

For Freight or Passage apply to

Hongkong, 10th January, 1910.

SHEWAN, TOMES & Co.,  
General Managers.

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## HAMBURG-AMERIKA LINIE HAMBURG.

### EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

For SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. SEGOVIA	15th Jan.
S.S. SAMBIA	2nd Feb.
S.S. ANDALUSIA	9th Feb.
S.S. SAXONIA	17th Feb.
S.S. C. FELD. LAETZ	27th Feb.
S.S. AMERICA	12th March.

Further Particulars, apply to—

Hongkong, 4th January, 1910.

#### HOMeward.

For HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	15th Jan.
For MARSEILLES, ROTTERDAM & HAMBURG:	S.S. SITHONIA	20th Jan.
For MARSEILLES & HAMBURG:	S.S. BRASILIA	10th Feb.
For NEW YORK:	S.S. VANDALIA	19th Jan.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

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## SOUTH AMERICAN LINE.

### REGULAR STEAMSHIP SERVICE FOR.

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU	9,500 tons gross	Sail Feb. 26th, at Noon.
S.S. BUTO MARU	6,000	" April 27th, at Noon.
S.S. AMERICA MARU	6,000	"

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 21st December, 1909.

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## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East:—16, DES VEGU ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON 1910.

### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MANTUA	11000	March 5
ASSAYE	7500	PERSEA	7951	March 11
DELTA	8000	MALWA	11000	March 19
MACEDONIA	10500	(Through Steamer calling at Bombay)		March 25
DEVANHA	8000	MONGOLIA	10500	April 2
ASSAYE	8000	MARMORA	10500	April 16
DELTA	7500	MOREA	11000	April 30
DELHI	8000	MOULTAN	10000	May 14
				May 20
				June 3
				June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE, £102.14 RETURN.

2nd " £48.8 " £72.12 "

In addition to the above "Mail Steamers" the following:

INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	about	about
SUMATRA	January	26
NYANZA	February	9
SUNDA	February	23
NILE	March	9
SARDINIA	March	23
NORE	April	6
	May	18
	July	2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (including Surtax):

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd " £33.10 " £57.4 "

\* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

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E. A. HEWETT,  
SUPERINTENDENT.

## OSAKA SHOSHEN KAISHA.

### REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

STEAMERS

Tons (Gross reg.)

LEAVES.

TACOMA via MOJI, KOBE

and YOKOHAMA

"SEATTLE MARU"

Capt. T. Saito,

6,182

FRIDAY, 21st Jan.,

at Noon.

"CHICAGO MARU"

Capt.

WED'DAY, 23rd

Feb., at Noon.

The Co.'s Newly-Built Steamers have fair speed. Superior accommodation for storage.

Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low

Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention

given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

STEAMERS

LEAVES.

SHANGHAI via SWATOW,

AMOY & FOOCHOW

"CHOSHUN MARU"

Capt. T. SURUGA

THURSDAY, 13th Jan.,

at Daylight

TAMSHI via SWATOW,

& AMOI

"DAIGI MARU"

Capt. M. MURAYAMA

SUNDAY, 16th Jan.,

at 10 A.M.

ANPING via SWATOW,

& AMOI

"SOSEU MARU"

Capt. K. SUGI

WED'DAY, 19th Jan.,

at 8 A.M.

First Class Cuisine.

The Newly-Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class

Cabin AMIDSHIP.



